



The State of the NTSB

Robert Sumwalt

ISASI MARC Dinner, May 3, 2018



March 11



March 13



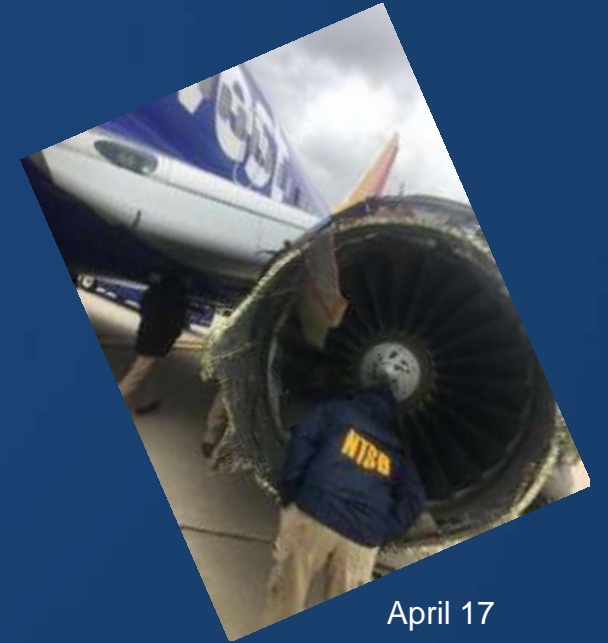
March 15



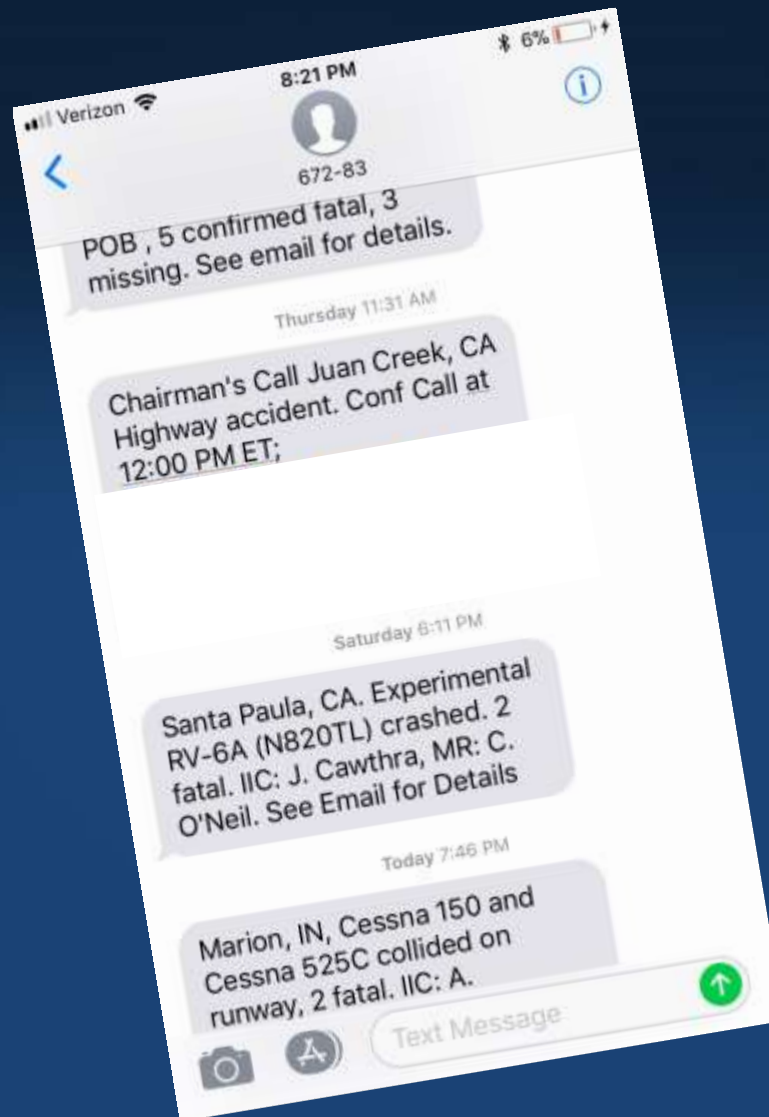
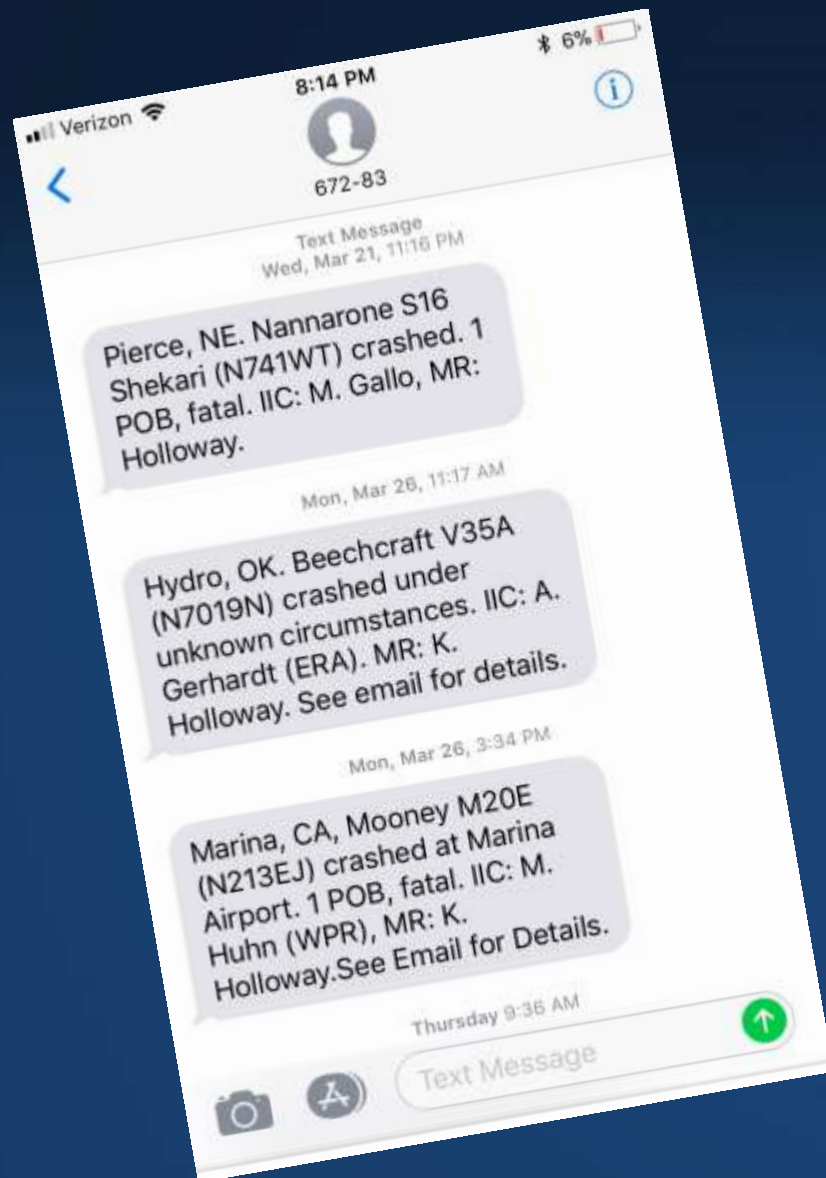
March 18



March 23



April 17



The Board



Earl Weener



Robert Sumwalt



Bella Dinh-Zarr



Office of Chairman



Sean Dalton, Esq.
Executive Officer



Mike Hughes
Communications Liaison

Office of Managing Director



Dennis Jones
Managing Director



Sharon Bryson
Deputy Managing Director

Office of General Counsel



Kathy Silbaugh, Esq.
General Counsel

Office of Aviation Safety



Dana Schulze
Deputy Director



John DeLisi
Director



Tim LeBaron
Deputy Director, Regional Operations

Vital statistics

- 398 FTEs
- \$110.4 Budget
 - Emerging developments in transportation industry
- 15th consecutive year of “clean” financial audit opinion

Agency wide: 2017

- 70 Board adopted products
 - Accident reports
 - Accident briefs
 - Safety Studies
 - Special Investigation Reports
 - Safety Alerts
 - Recommendation letters
- Over 1,200 accident briefs approved under delegated authority (all modes)
- 185 Safety Recommendations issued
- 118 Safety Recommendations closed acceptably





Office of Aviation Safety - 2017

- 1298 domestic accidents investigated
- Accredited Representative to 164 foreign accident investigations

FDR



iPad



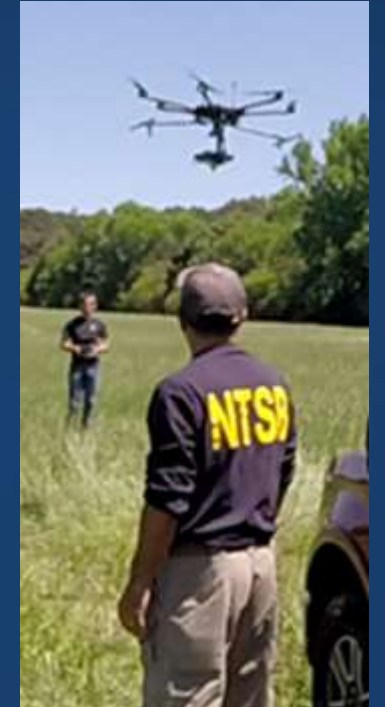
Office of Research & Engineering - 2017

449 recorder readouts



CVR

UAS Support for Investigations



International Outreach




Value of the Party System



- Parties provide technical expertise
- Parties provide checks and balances to the process of accident investigation
- Transparency
- Immediate corrective actions



March 11



National Transportation Safety Board
Washington, DC 20594

Urgent Safety Recommendation Report
Additional Harness Systems that Allow for Rapid Egress

Accident Number:	ERA18MA099
Operator:	Liberty Helicopters
Aircraft:	Airbus Helicopters AS350B2, N350LH
Location:	Flushing, NY
Date:	March 11, 2018
Adopted:	March 19, 2018

The National Transportation Safety Board (NTSB) is providing the following information to urge the Federal Aviation Administration (FAA) to take immediate action on this urgent safety recommendation to ensure that, if a harness system is used for an open-door passenger flight, it allows for rapid egress from the aircraft in the event of an emergency. This recommendation is derived from our ongoing investigation of a fatal accident involving an Airbus Helicopters AS350B2 helicopter, N350LH, that impacted the East River during an autorotation after a loss of engine power, the helicopter subsequently rolled inverted. The NTSB is issuing our urgent safety recommendation to the FAA.

Background and Analysis

On March 11, 2018, about 1908 eastern daylight time, an Airbus Helicopters AS350B2 helicopter, N350LH, was substantially damaged when it impacted the East River during an autorotation after a loss of engine power near New York, New York; the helicopter subsequently rolled inverted. The pilot egressed from the helicopter and sustained minor injuries. Five passengers remained inside the helicopter and were fatally injured. The doors-off aerial photography flight was scheduled for 30 minutes and was operated by Liberty Helicopters under the provisions of Title 14 Code of Federal Regulations (CFR) Part 91. Visual meteorological conditions prevailed, and no flight plan was filed for the flight, which originated from Heli-Kearny Heliport, Kearny, New Jersey, about 1900.

The initial investigation into this accident has revealed that the five passengers onboard the helicopter were provided with airframe manufacturer-installed restraints (lap belt/upper body restraint), as well as a harness system that allowed the passengers to move securely within the helicopter and sit in the door sill while airborne.¹ This harness system was not installed by the helicopter manufacturer; it was comprised of off-the-shelf components (a nylon full-protection harness tethered via a lanyard to the helicopter) that were provided to the passengers by FlyNYON,

¹ In this report, "restraint" refers to the manufacturer-installed restraint system, and "harness" refers to the additional system provided by the operator to ensure passengers did not fall out of the helicopter while hovering around.

57913

ASR-18-02

March 19

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.456

Effective Date:
03/23/18
Cancellation Date:
03/23/19

National Policy

SUBJ: Emergency Order of Prohibition Pertaining to "Doors-Off" Flight Operations for Compensation or Hire

- Purpose of this Notice.** This notice informs inspectors of the issuance of the Emergency Order of Prohibition, Order No. FAA-2018-0243, which prohibits the use of supplemental passenger restraint systems that cannot be released quickly in an emergency during flight operations for compensation or hire with the doors open or removed (hereinafter, "doors-off flights" or "doors-off flight operations"). The order is applicable to operators and pilots who conduct "doors-off" flights for compensation or hire. Additionally, the order prohibits passenger-carrying "doors-off" operations for compensation or hire unless the passengers are at all times properly secured using Federal Aviation Administration (FAA)-approved restraints. The order was effective immediately upon issuance.
- Audience.** The primary audience for this notice is principal inspectors (PI), aviation safety inspectors (ASI), and aviation safety technicians (AST) in Safety Assurance offices. The secondary audience includes Flight Standards Service (FS) branches and divisions in Safety Standards.
- Where Can I Find This Notice?** You can find this notice on the MyFAA employee website at http://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fims.faa.gov>. Operators can find this notice on the FAA's website at <http://www.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.
- Background.** Based on the reliable and credible information derived from an initial investigation into a fatal March 11, 2018 helicopter accident in the East River near New York City, New York, the Acting Administrator has determined an emergency exists related to safety in air commerce. The investigation has found that while operating a "doors-off" flight, all passengers were wearing a non-FAA-approved supplemental passenger restraint system provided by the operator of the flight. While intended as a safety measure when the aircraft was in flight, these supplemental passenger restraint systems may have prevented the passengers' ability to quickly egress from the aircraft after the accident. While the accident on March 11, 2018 involved an aircraft ditching in water, passengers could face a similar hazard in other emergency situations, such as an aircraft fire on the ground.

Distribution: Electronic Only Initiated By: AFS-200

March 23



In rare move, NTSB removes Tesla as party to fatal Mountain View investigation

Image Gallery

2 PHOTOS





Two critical elements of accident investigations

Independence

- the investigation is independent of outside influences

Transparency

- allowing the public to see inside the investigative processes so a reasonable person can draw the same conclusions as you did

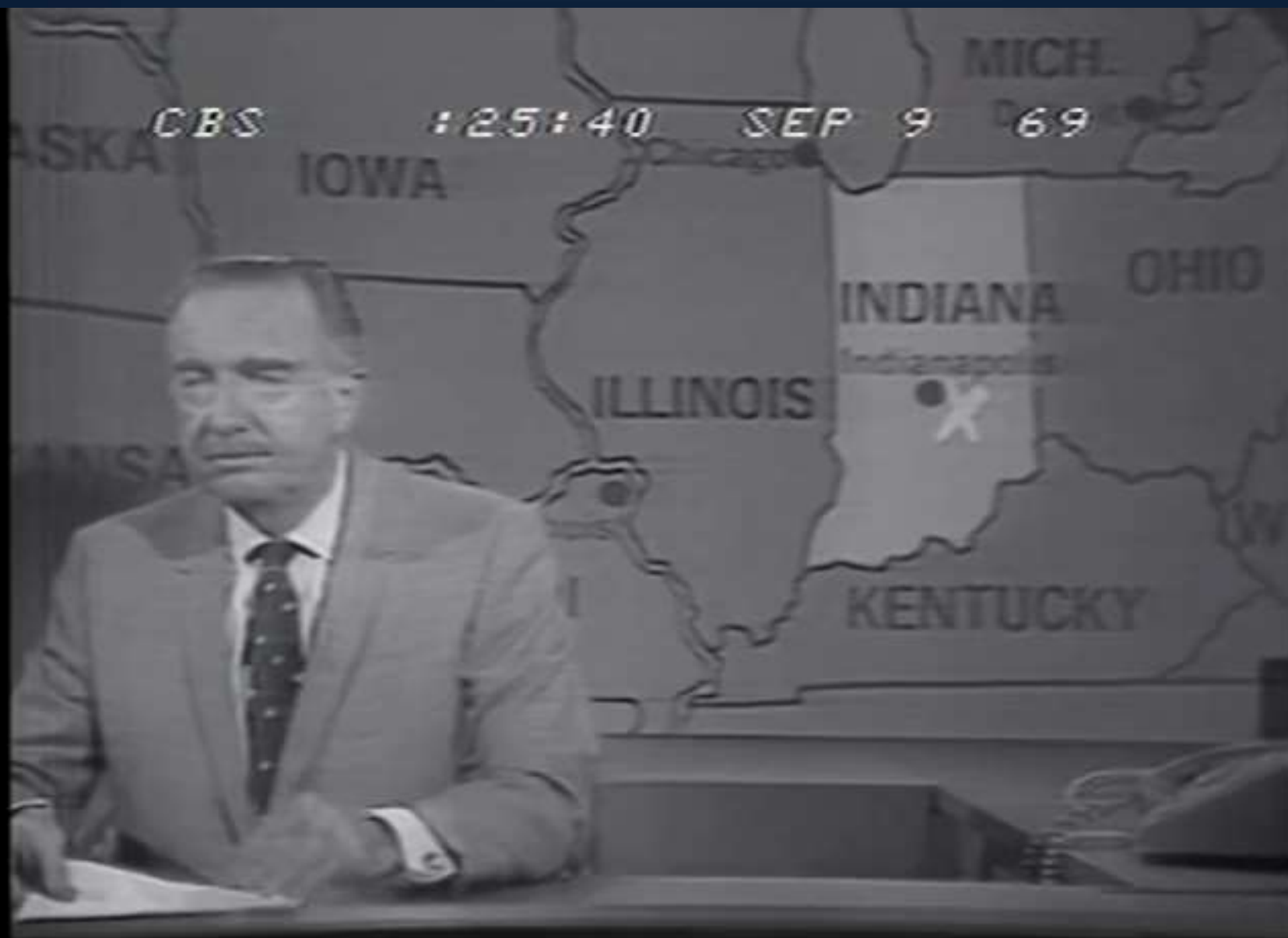
Two critical elements of accident investigations

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Independence

“The most important single aspect of the National Transportation Safety Board must be its total independence from those governmental agencies it oversees in regard to their transportation regulatory functions. If the Board is under pressure from any administration to pull its punches or to tone down its reports or to gloss over Government errors in transportation safety, then its watchdog function has been fatally compromised.”

Two critical elements of accident investigations

Independence

- the investigation is independent of outside influences

Transparency

- allowing the public to see inside the investigative processes so a reasonable person can draw the same conclusions as you did



Transparency



What Makes NTSB?

- Our Mission
- And...

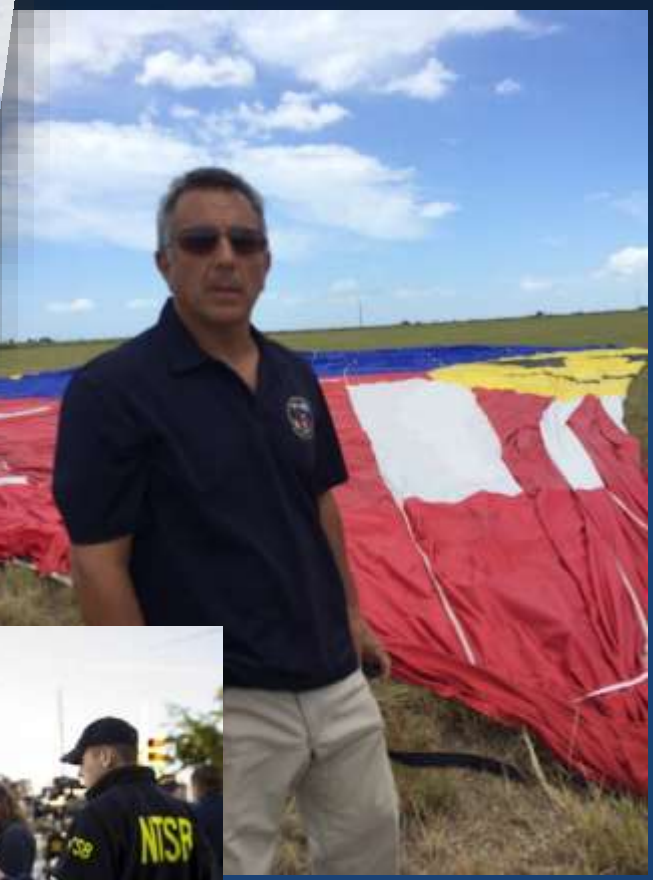






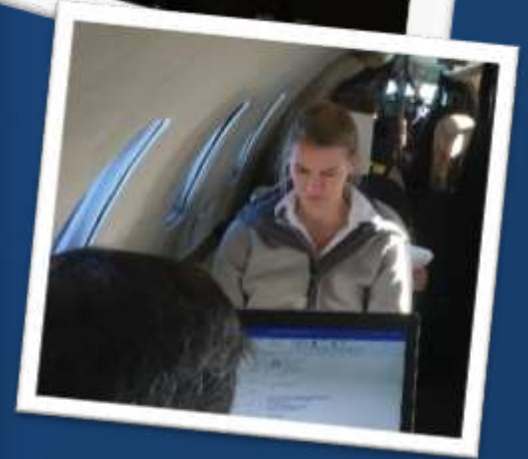
Our People













I AM NTSB

2017 FEVS

When needed I am willing to put in the extra effort to get a job done.

National Transportation Safety Board
Trend Report

My Work Experience (continued)

7. When needed I am willing to put in the extra effort to get a job done.

	N	Positive	Neutral	Negative	Difference from previous year
2017 Governmentwide	406,738	88.7%	2.7%	8.6%	
2016 Governmentwide					
2016 National Transportation Safety Board	289	95.8%	4.7%	1.2%	+
2015 National Transportation Safety Board	228	96.1%	6.0%	1.0%	+
2014 National Transportation Safety Board	245	96.1%	8.2%	2.0%	+
2013 National Transportation Safety Board	250	96.1%	7.4%	2.4%	+
2012 National Transportation Safety Board	235	95.4%	6.9%	1.0%	+
2011 National Transportation Safety Board	220	96.0%	6.2%	2.0%	+
2010 National Transportation Safety Board	200	96.0%	7.2%	2.0%	

8. I am constantly looking for ways to do my job better.

	N	Positive	Neutral	Negative	Difference from previous year
2017 Governmentwide	407,540	88.6%	10.0%	1.5%	
2016 Governmentwide	289	94.8%	14.8%	20.0%	+
2016 National Transportation Safety Board	228	98.0%	13.7%	27.9%	+
2015 National Transportation Safety Board	244	99.2%	12.1%	32.7%	+
2014 National Transportation Safety Board	231	96.4%	12.4%	37.2%	+
2013 National Transportation Safety Board	234	95.2%	17.1%	27.8%	+
2012 National Transportation Safety Board	229	95.2%	14.0%	11.9%	+
2011 National Transportation Safety Board	240	92.7%	16.8%	20.4%	

9. I have sufficient resources (for example, people, materials, budget) to get my job done.

	N	Positive	Neutral	Negative	Difference from previous year
2017 Governmentwide	407,540	48.6%	19.0%	32.5%	
2016 Governmentwide	289	58.8%	13.7%	27.5%	+
2016 National Transportation Safety Board	228	58.0%	13.7%	27.9%	+
2015 National Transportation Safety Board	244	59.2%	12.1%	32.7%	+
2014 National Transportation Safety Board	231	56.4%	12.4%	37.2%	+
2013 National Transportation Safety Board	234	55.2%	17.1%	27.8%	+
2012 National Transportation Safety Board	229	55.2%	14.0%	11.9%	+
2011 National Transportation Safety Board	240	52.7%	16.8%	20.4%	

290 responses

99% POSITIVE



